FOREIGN TRADE

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FOREIGN TRADE

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COVER SUBJECT—Bananas, destined for Canada, being unloaded in New Orleans for transfer to refrigerator cars. Prior to the war, Canada purchased 79 per cent of her banana requirements from countries in the sterling area, Jamaica being the principal source of supply. Total imports last year amounted to 3,332,272 stems, of which 1,337,895 originated in Guatemala, 1,221,725 in Honduras, 434,823 in Costa Rica, 179,558 in Panama, and 132,401 stems in Ecuador. Fiji, which supplied 1,188 stems, was the only British country from which bananas were obtained. Hurricane damage and disease have curtailed production in Jamaica, and the available crop is being shipped to Great Britain.

Price 10 cents

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Conditions in Shanghai Under New Regime Returning to Normal

Foreign property respected by "People's Liberation Army," and most personnel continue in positions—Shipping and air services not yet resumed—External trade position complicated—Barter or link system, similar to that at Tientsin, may be developed.

By B. I. Rankin, Acting Commercial Secretary for Canada

SHANGHAI, June 2, 1949.—Foreign property in Shanghai has been respected by the "People's Liberation Army", and all foreign communities have been treated with courtesy. Top positions in the city administration and police force were taken over, but most of the remaining personnel continued in their positions, as though no change had occurred. Generally speaking, the reaction of the populace is one of relief, and even of amazement, that the transfer of responsibility was accomplished with such ease, and with so little destruction or disruption of normal facilities.

The Shanghai-Nanking Railway is returning to normal, though permission for foreigners to travel over this line has not yet been given. Telegraphic service with the outside world never ceased during the "take-over", and is continuing in a normal manner, cables being accepted for all points abroad.

Most of the Chinese-language newspapers were suspended, and two English-language newspapers, *The China Press* and *The China Tribune*, were later suspended, being owned by Chinese. The British-owned *North China News* and the United States-owned *Shanghai Evening Post* have continued to publish papers without interruption.

Shipping and air lines discontinued their Shanghai services shortly before the attack on the city began, and none of these has been resumed as yet. It would appear, however, that the authorities are in favour of such services being resumed as soon as possible.

Gold Yuan Notes Declared Illegal

On taking over the city, the Military Control Commission issued a proclamation concerning the conversion of Gold Yuan notes and the establishment of the People's Bank notes as the legal tender. This proclamation fixed the notes issued by the People's Bank of China as the legal currency, and made the Gold Yuan notes illegal. Gold Yuan notes could be circulated up to June 5, 1949, at the rate of GY.100,000 to one of the People's Bank. Commodity prices were to be converted into the People's Bank notes on the basis of the exchange rate of 100,000 to one, as were all kinds of liabilities, debts, contracts and agreements. All bank accounts were frozen and safety deposit boxes sealed. All godowns were closed, and owners had to submit a list of the kinds and quantities of goods in storage. The Military Control Commission announced that it would take over sixteen financial institutions, including the Central Bank of China, the Bank of China and the Bank of Communications, and that organizations considered joint enterprises of the Kuomintang, government and private interests would be suspended. Provisional regulations regarding foreign exchange were promulgated by military headquarters.

The Military Control Commission has instructed the Financial and Economic Committee to establish an "Agent Office" of the Trade Bureau.

China—The Bund, at Shanghai. Foreign property in this city has been respected by "People's Liberation Army", and most personnel in the city administration and police force continue in their positions.

This agent will handle large scale purchases of supplies from Shanghai for outport military organizations, government and private factories, as well as the transportation of supplies to Shanghai. Similarly, a trade section has been established in the office of the Foreign Affairs Bureau to co-ordinate the requirements of foreign concerns with the Trade Bureau. No regulations respecting trade have as yet been promulgated.

Complications Involve External Trade

Although Shanghai's position, as the principal port in China, will be improved by the re-establishment of communications with North China and Manchuria, as well as the immediate hinterland, many complications are involved with respect to external trade. The extent of the People's Liberation Party's foreign exchange reserves is not known, but it is certain that they are insufficient to permit imports being made, even under a rigid licensing system. A similar pattern to that at Tientsin will probably be evolved in Shanghai. This may take the form of a barter or link system, or a vigorous export drive will be started, with only the most essential imports being admitted.

The utility companies in Shanghai have been in a perilous position for some months. Supplies of fuel, obtained through the Economic Co-operation Administration (ECA), provided for the continuation of their services. With the cessation of such aid from the United States, the

Shanghai—Garden Bridge, crossing Soochow Creek and connecting Broadway, in Yangtszepoo, with the Bund. The garden at the right is that of the British Consulate, beyond which are located offices of the Commercial Counsellor for Canada. The Bund Gardens, a public park, are on the left, fronting on the Whangpoo River.

Shanghai Power Company has announced it has only sufficient fuel to continue operations until the middle of June. The other utility companies are in a similar position.

Local industries have gradually re-commenced operations, including the mills of the China Textile Industries and other former Kuomintang organizations. Their continuation depends, of course, on the supply of raw materials. Few industries requiring materials from overseas have more than one or two months' stock on hand.

Following a request from local factories for assistance in meeting wage requirements of workers, the Military Control Commission instructed the Trade Bureau to collect a part of the products of the local privately run factories, and to place orders to a value not exceeding the sum required to cover one month's wages of the employees of the factory concerned.

Prices, other than that for rice, which has remained fairly level, with occasional small decreases, have risen daily. The price of rice at the time Shanghai was taken over was greatly inflated, allowing plenty of room for decreases.

Britain Signs Contract for Butter with Denmark

London, July 2, 1949.—(FTS)—The Ministry of Food has announced a new six-year butter contract with Denmark, under which Great Britain will receive 75 per cent of the annual exportable surplus of butter, with a maximum of 115,000 tons in any one year. A saving of ten dollars per 112 pounds has been effected for the first year.

Japan Establishes New Ministry of International Trade and Industry

Replaces former Ministry of Commerce and Industry—Combines functions of the foreign trade section of the Japanese Foreign Office—Board of Trade has been abolished—Export trade declining.

By J. C. Britton, Commercial Representative for Canada

TOKYO, June 13, 1949.—Japan has established a Ministry of International Trade and Industry, which replaces the former Ministry of Commerce and Industry, and combines the functions of the foreign trade section of the Japanese Foreign Office. The Board of Trade, which was previously the sole agency for the administration of foreign trade for the Japanese Government, has been abolished, its functions having been taken over by the new ministry. Heitaro Inagaki, formerly Minister of Commerce and Industry, heads the new Ministry of International Trade and Industry, the establishment of which took effect on May 25, 1949. The new ministry was formed to implement the government's "foreign trade first" policy.

The Commerce-Industry Ministry was concerned primarily with the reconstruction of domestic Japanese industry and exercised control through the allocation of basic production materials and electric power. The various bureaus of the new Department of International Trade and Industry will seek to increase the production of commodities for export. Production for the domestic market will henceforth take second place. The "export first" principle will be extended to the distribution of raw materials, which will be made on a preferential basis to factories producing for export.

The Japanese Government have, according to recent press reports, informally decided on measures for the transfer of import trade, formerly government controlled, to private traders. It is suggested that the changeover will be effected on July 1, 1949. The Supreme Commander of the Allied Powers (SCAP) has stressed the desirability of transferring import and currency and other controls over foreign trade to the Japanese Government at the earliest practicable date. This policy is, in fact, being gradually put into effect and it seems probable that Japan's import trade will be directed by the Japanese Government and handled by private Japanese trading firms before many months have passed. Since the bulk of Japan's imports are purchased with funds furnished by the United States, it seems probable that whatever system of import control is set up, the closest supervision will be exercised over expenditures on imports by SCAP.

Export Trade Declining

Japan's export trade has been declining since the beginning of the year, according to figures supplied by the Ministry of International Trade and Industry. The value of export contracts reported to the Japanese Board of Trade was $111,303,000 in January, $38,729,000 in February, $43,266,000 in March, $39,715,000 in April, and $28,082,000 in May. The total value of exports is, however, well above the corresponding period in 1948, and is almost equal to the total for that year of $258,000,000.

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Since competition in world markets during the balance of 1949 promises to be much more intense than in 1948, it is doubtful if Japan's export goal of $596,000,000 for 1949 will be reached.

The falling off in the volume of Japanese exports is attributed to a number of factors, including increased competition from countries in Western Europe, tightening of import controls by countries in the sterling area and the slump in commodity prices in the United States, which has brought about a decreased demand for export goods. The effects of the fixing of the single exchange rate for the yen at 360 to one U.S. dollar has been felt by many industrial firms previously operating at yen rates as high as 600 yen to one U.S. dollar. The possible downward revision of floor prices on Japanese export products to bring them into line with declining prices in world markets is also affecting the volume of the country's exports.

Japan's foreign trade in April, the Finance Ministry reports, totalled yen 28,720,000,000, comprised of imports amounting to yen 14,820,000,000 and exports valued at yen 13,900,000,000. Exports to India, Japan's principal export market in April, amounted to yen 3,332,000,000, and to the United States, yen 2,028,000,000. Java, the United Kingdom and Hong Kong, in that order, were next in importance as markets for Japanese goods. The United States supplied imports valued at yen 10,409,000,000, or 70 per cent of Japan's total imports in the month, while Malaya, Australia, the Philippines and Formosa furnished the bulk of the balance of Japan's imports.

Exports of cotton textiles amounted to yen 4,727,000,000, or 34 per cent of the total. Exports of rayon and staple fibre yarns were valued at yen 856,000,000 (6·2 per cent), next in importance, followed by machinery, chinaware and steel products. Raw cotton imports totalled yen 2,898,000,000 in April, or 19·4 per cent of total imports. Together with staple foodstuffs, these accounted for the bulk of Japan's total imports in April.

Export Procedure Simplified for Small Shipments

The simplified system for handling exports valued at less than $500, announced by SCAP, became effective on June 3, 1949. Foreign buyers negotiating direct with Japanese sellers for small shipments within this value limitation may enter into contracts on a new simplified form, "JX-17". The foreign buyer or Japanese seller acting for him, after completing negotiations for the sale, is now only required to present the form to a SCAP licensed bank, together with a foreign exchange instrument covering the purchase drawn payable to SCAP Commercial Account. It was formerly necessary to obtain approval from the Japanese Board of Trade, a lengthy procedure. A copy of the form bearing the bank stamp is required for Japanese customs purposes, and the shipment will be passed by the customs provided it consists only of goods on the export program and is not under-valued. The second copy of form JX-17 is the document which the seller requires to receive payment in yen for the goods.

The new procedure covers both commercial and sample export goods having a value of less than $500. It also applies to purchases of export goods within this value limitation for personal use of the buyer in Japan. Purchases in the latter category may not be resold or bartered. It can also be used for the purchase of exportable goods for construction projects having a value of less than $1,000.

Industrial production in Japan for April was 71·6 per cent of the 1930-34 level, a postwar record according to preliminary figures released by the Research and Programs Division of SCAP's Economic and Scientific

Section. This was an increase of 2·8 points above the preliminary figure for March, which was 68·8 per cent, later revised to 71·3 per cent. It is possible that the April figure will also be revised upwards when the adjustment of the April index has been completed.

Mining production, 118·1 per cent; coal mining, 125·5; metals, 106·8; ferrous metals, 105·6; non-ferrous metals, 127; machinery, 110·7; chemicals, 109·3, and building materials, 138·7; all exceeded the 1930-34 base production level. The overall index of manufacturing advanced to 64·5 in April, a rise of 1·8 points over the preceding month, with all the principal manufacturing groups and industries contributing to the increase. The textile industry, Japan's most important single industrial group, reported increased production in April of cotton yarn, wool yarn, wool fabrics and rayon fabrics, but these gains were offset by reduced production of raw silk, spun silk yarn and cotton fabrics.

Plans have been approved by SCAP for the development of 33 power plants in Japan with a capacity of around 580,000 kilowatts. Work on the plants is expected to begin shortly, but the Japanese Government is still faced with the difficulty of finding both the capital and the materials. The investment in the projects in the fiscal year 1949-50 is estimated at yen 9,000,000,000, while 290,000 tons of cement and 40,000 tons of steel will be required in the same period. The Japanese Government's five-year-plan calls for the development of 1,615,000 kilowatts by hydro and thermal generation.

Northern Ireland Materially Increased Her Food Exports to Great Britain Last Year

Shipments included 168,067 fat cattle and sheep; 27,303,000 dozen eggs; and 15,801,000 pounds of poultry—Increased agricultural output urged—Flax-growing to be subsidized—Belfast shipbuilding yards busy.

By H. L. E. Priestman, Canadian Government Trade Commissioner

BELFAST, May 5, 1949.—Northern Ireland increased substantially her food shipments to Great Britain last year, exports from this country including 168,067 fat cattle and sheep, valued at £6,620,572; 27,303,000 dozen eggs, valued at £5,575,000; and 15,801,000 pounds of poultry. valued at £2,128,000. The British four-year plan, which provides for an expansion in agricultural output, has a special significance for farmers in Ulster, who are being urged to produce 13,500,000 gallons more milk than in 1946-47, 8,000 tons more beef, 36,000 tons more pig meat and 35,000,000 dozen more eggs.

Commencing with the 1949 season, flax-growing in Northern Ireland will be subsidized for a period of three years. The plan provides for the purchase by the spinning trade of a minimum of 4,000 tons of flax and 2,000 tons of re-scutched tow in the 1949, 1950 and 1951 seasons, and the government undertakes to buy any excess production. After negotiations with representatives of the growers and the spinners, the Ministry of Agriculture will fix annually the prices to be paid producers and the prices to be paid by the spinners. The government subsidy will represent the difference between the growers' price and the spinners' price.

Negotiations are also under way with the Belgian Government to ensure, as far as possible, supplies of high-grade flax for Ulster spinning mills. Linen exports from the United Kingdom last year had a value

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of £18,000,000, of which shipments to the Western Hemisphere were valued at £8,000,000. Revised export targets for various British industries during 1949 were recently announced by the President of the Board of Trade. That for the linen industry is £1,650,000 a month, of which Northern Ireland is expected to contribute £1,500,000. This represents goods exported at prices ruling at the end of 1948. Any change in prices will be reflected in adjustments made to the target figure. While manufacturers will make every effort to expand exports to the United States, special attention will be devoted to the development of business with Canada. It is hoped to increase shipments of linen and spun rayon to Canada during the next few months.

Outlook for Belfast Shipbuilding Industry Good

The outlook for the Belfast shipbuilding industry is good, and present indications are that the yards will be busy for some years to come. Important completions during 1948 were the liners *Pretoria Castle* and *Edinburgh Castle,* both now in the Union-Castle mail service to South Africa; the aircraft carrier *Magnificent,* commissioned by the Royal Canadian Navy in April, and the Cunard White Star liner *Parthia* (13,650 tons). The aircraft carrier *Bulwark* is now at the fitting-out wharves. New ships whose keels were laid during the year include two large refrigerated cargo liners for the Shaw Savill & Albion Co., a 28,000-ton tanker for the Anglo-Saxon Petroleum Company, and the *Juan Peron,* which is being built for the Argentine and will be the largest whale factory ship in the world.

An important step in the development of Belfast into a modern civil airport was the completion of a large new passenger terminal building which was recently opened at Nutts Corner, Co. Antrim. The British Ministry of Civil Aviation spent £43,500 on the erection and furnishing of this building, which is one of the best airport buildings in the United Kingdom. The number of passengers travelling by air between Great Britain and Northern Ireland has increased by 170 per cent since February, 1947, and an even greater increase in freight traffic is recorded. At present the passengers using the building are mostly those of British European Airways, but the facilities provided envisage the development of direct air connections between Northern Ireland and the continent.

United Kingdom Passenger Traffic Nearly at Prewar Level

London, June 22, 1949.—(FTS)—The volume of passenger traffic to and from the United Kingdom is now back at practically prewar level. According to figures just released by the Board of Trade, the number of passengers (2,587,000) entering the United Kingdom in 1948 exceeded that for 1947 by 15 per cent and was only 2 per cent less than in 1938. Passengers leaving the United Kingdom (2,596,000) increased by 15 per cent and were only 1 per cent fewer than in 1938.

A striking feature is the growth of air movement. Air traffic was five times greater than in 1938. Twenty per cent of travellers to and from the United Kingdom (as compared with 5 per cent in 1938) journeyed by air. Sea traffic declined by 20 per cent.

The number of passenger flights to and from Canada last year was 39,000 (12,000 inward and 27,000 outward) as compared with 27,000 in 1947 (8,000 inward and 19,000 outward). The total number of emigrants of British nationality in 1948 was 157,290 as compared with 121,643 in 1947. Emigrants destined for Canada in those years totalled 34,333 and 22,960 respectively.

Visitors to Great Britain Exempt From Payment of Purchase Tax

Under Personal Export Scheme, goods sold to customers holding overseas passport and sent direct to ship or plane in which they leave country—Purchase tax amounts to one-third, two-thirds or 100 per cent of wholesale price, depending on classification.

By H. G. Garland, Office of Commercial Counsellor for Canada

LONDON, June 22, 1949.—Visitors to Great Britain may buy articles of clothing and household effects free of purchase tax, under the Personal Export Scheme. Since clothes rationing was abolished some months ago, coupons are no longer required by visitors and residents of the United Kingdom, but the latter must still pay the purchase tax. Personal and household effects are defined as goods that a passenger may reasonably be expected to have with him as personal baggage.

Purchase tax, which is calculated on the wholesale price, is either 33⅓, 66⅔ or 100 per cent, according to the classification of goods laid down by the Treasury. In general, articles of clothing are subject to 33⅓ per cent tax, and luxury articles such as jewellery to 100 per cent tax.

Taxation on this scale imposes a heavy burden on residents of the United Kingdom, and visitors can make substantial savings if they avail themselves of the facilities offered under the Personal Export Scheme. In order to prevent a drain of tax-free goods into the black market, the United Kingdom authorities have attached to the scheme certain restrictions which may appear irksome to the customer, but which involve the shopkeeper in considerably more paper work.

The regulations stipulate that the goods must be (*a*) sold only to customers holding an overseas passport or to a United Kingdom resident proceeding abroad for at least one year; and (*b*) sent direct to the ship or plane by which the customer is leaving the country. Under no circumstances can tax-free goods be sent to an address in the United Kingdom.

When making a purchase, the customer has to produce his passport and sign a declaration on the appropriate form, P.X/1, to the effect that he is in one of the categories in (*a*) above. A receipt denoting the serial number of the P.X/1 form is then given to him, and from that point onwards he does not handle his purchases until they are delivered to him on board the ship or plane after they have been cleared by the customs. The shopkeeper is responsible for having the goods delivered and arranging customs clearance, and in order to do so he has to use the services of a forwarding agent, who makes a charge of about ten shillings for each package handled. This charge is passed on to the customer when the purchase is made.

Actual Operation of Scheme Uneven

A number of personal calls at a representative selection of shops in the West End of London reveals that the operation of the scheme is uneven and visitors may be somewhat confused about the actual procedure. Shopkeepers are not obliged to take part in the scheme, but those who register with the Board of Trade for this purpose are given posters for display in their windows stating, "We Operate the Personal Export Scheme for Overseas Visitors". There is nothing in this poster to indicate the tax-free concession, but this is referred to in the leaflet which is handed to all arriving passengers, and since the poster makes

it plain that some benefit is made available to overseas visitors, an enquiry addressed to any shop assistant in the stores concerned should clear up this point. In practice, it does not run quite so smoothly. In small shops the poster is fairly obvious, but in larger department stores the particular windows bearing the poster may not be noticed by the customer, and not all shop assistants appear to be fully informed about the operation of the scheme. This was particularly noticeable in the first week or two, but since then the clerks of most of the stores which are patronized by visitors have been fairly well instructed. If they cannot answer all the customers' queries about the scheme, they can, in a well-organized establishment, refer to their export department for fuller information.

The organization of export departments differs according to the nature of the establishment. Some medium-sized stores display in one particular section all goods of export quality, and these products can only be bought by visitors. Consequently all purchases are centralized and the procedure runs as smoothly as possible. Large department stores cannot as a rule display all their export wares in one floor or section and the practice is to set aside in the departments which especially appeal to visitors a separate section containing higher-quality articles which are earmarked for export, with an export bureau linking up the purchases made in the various departments.

Some form of central control is essential to ease matters for the customer, since if a series of purchases is made in different departments without being linked up, the customer would have to sign a succession of P.X/1 forms, and pay ten shillings on each package made up in different departments.

Some Establishments Not Interested in Selling under Scheme

Other establishments in the retail trade, many of them well known and operating branch stores, simply are not interested in selling under this scheme because of the extra paper work involved. They apparently do not consider it worth the expense of setting up a central bureau to administer the details. Many of their products are of small value and, although the minimum amount to qualify under the scheme is £1, the handling charge of ten shillings nullifies the saving of tax unless the value of the purchase is at least two or three pounds.

In small specialized establishments such as tailors, shirtmakers, etc., it is easier to obtain personal attention from the proprietor. Firms of this type have usually dealt in the export business for many years and, since their staffs are few in number, they are usually able to answer any queries promptly. They appear to welcome the prospect of catering to the export trade, since by doing so they are able to obtain the highest quality of material to work with and as craftsmen they are glad of the opportunity.

The formalities of forwarding parcels naturally take some time, and it is advisable for the customer to make his purchase four or five days before leaving the country to ensure that the goods are delivered to him on board.

Many Entries at Royal Agricultural Show

London, July 2, 1949.—(FTS)—Attendance at the Royal Agricultural Society Show, being held from July 5 to 8, is expected to number over 200,000. Eighteen breeds of horses, aggregating between 500 and 600, are being entered in 96 classes, together with twenty breeds of cattle, aggregating 1,200 head. There will be some 800 pigs entered in 56 classes, and an entry of around 500 sheep of 26 different breeds is expected.

Government of India Will Subsidize Two Main Producers of Aluminum

Decision based on investigation of industry's claim to protection—Subsidy to be paid largely from increased duties on imported products—Government rejects recommendations that a Development Fund be established and prices of aluminum utensils be fixed.

By Richard Grew, Commercial Secretary for Canada

(One rupee equals 30 cents Canadian)

NEW DELHI, May 19, 1949.—India will afford protection to her aluminum industry by subsidizing the two leading firms, the Indian Aluminum Company and the Aluminum Corporation of India, to the extent of the difference between the fair selling price of their products, having regard to their respective production costs, and the fair selling price of similar imported products. Such assistance will be granted for an initial period of three years.

The decision followed consideration of reports by the Tariff Board and a committee appointed by the government to investigate a claim to protection by the Indian aluminum industry.

The subsidy rates that will be paid the two companies during the next three years are as follows:

Proposed Subsidy Rates

		Rupees per Ton
1949-50	Indian Aluminum Company	330 (on sheets and circles)
	Aluminum Corporation of India	710 (on sheets and circles) and 900 (on ingots)
1950-51	Indian Aluminum Company	230 (on sheets and circles)
	Aluminum Corporation of India	610 (on sheets and circles) 825 (on ingots)
1951-52	Indian Aluminum Company	130 (on sheets and circles)
	Aluminum Corporation of India	510 (on sheets and circles) 750 (on ingots)

The subsidy will be largely met out of the additional revenue that is expected to be realized by the increased duties that will be imposed on imports of aluminum ingots, sheets and circles. The scheme involves the continued levy of import duty at the existing rate of 30 per cent ad valorem and, in addition, the levy of specific duties at the following rates:

Additional Specific Duties

	Rate on Ingots Rupees per Ton	Rates on Sheets, Strips and Circles Rupees per Ton
1949-50	328	121
1950-51	327	46
1951-52	146	Nil

These rates of duty and subsidy are based on the landed cost ex-duty of aluminum ingots being Rs.1,275 per ton and of 20-gauge circles being Rs.2,614 per ton, and they are liable to suitable adjustments if these prices vary appreciably.

The former pool arrangements in regard to aluminum have been cancelled since May 15, 1949, and ingot stocks with producers will be subsidized as far as possible from the funds still to the credit of the aluminum

pool. The remainder, if any, will be eligible for subsidy under the scheme. It has been confirmed that the import of aluminum ingots, sheets and circles will still be allowed freely, consistent with the foreign exchange position, and aluminum tea-chest linings will be treated as an aluminum product for the purpose of the rate of protective duty leviable.

Recommendations of Tariff Board Rejected

Two recommendations of the Tariff Board, namely, that a special Aluminum Development Fund should be set up and that prices of aluminum utensils should be fixed, have been rejected by the government as being unnecessary at present. The Tariff Board had also recommended that the Aluminum Industries Limited, Trivandrum, which was formed in 1946 to manufacture conductors for electrical transmission, wires and castings, should be granted a rebate of duty in excess of 30 per cent ad valorem on the basis of the quantity of aluminum cable produced, but the government has decided that this question will be considered after the company has actually gone into production.

Of the two large aluminum companies in India, the Indian Aluminum Company was formed in 1938 and was originally sponsored by British and Canadian aluminum producers, but since 1944 Indian capital has participated. The company has several factories in the Calcutta district and in South India, as well as mining leases of extensive deposits of bauxite in Bihar and Bombay provinces. The Aluminum Corporation of India, Calcutta, is an all-Indian concern, its full annual capacity being 3,000 tons of ingots and sheets, as well as various aluminum compounds.

United Kingdom Overseas Trade Higher in May

London, June 22, 1949.—(FTS)—Food was mainly responsible for an increase in United Kingdom imports in May to the all-time record of £195 millions. Imports of food, drink and tobacco were £5 millions greater than in April. Of this increase, £4·8 millions was represented by dairy produce. Exports (£151 millions) were £14 millions higher than in April but £8·6 millions below the March figure. The adverse balance on merchandise account was £37·8 millions as compared with a monthly average of £21 millions in the first quarter of the year.

Exports of all classifications of manufactured goods (with the exception of apparel, manufactured oils, fats and rosins, and leather and manufactures) increased over April. The biggest increase took place in the vehicles group, where May exports reached £27·2 millions, a rise of £5 millions over the figure for the previous month.

Values of some of the more important dollar exports in May compared with April were:

	May Value	April Value
Canada—		
Vehicles	£2,000,000	£ 933,000
Cottons	554,000	396,000
Woollens	1,500,000	1,500,000
Apparel	117,000	145,000
Machinery	390,000	365,000
Iron and steel	313,000	303,000
Spirits	231,000	94,000
United States—		
Vehicles	206,000	314,000
Cottons	120,000	126,000
Woollens	363,000	321,000
Apparel	84,000	76,000
Spirits	821,000	569,000

Irish Poultry Take Pride of Place Among Agricultural Products

Number of eggs made available for export surpassed expectations—Shipments during the first three months of this year amounted to 1,137,720 great hundreds, compared with 594,226 great hundreds in similar period of 1948—Cattle shipments show slight increase.

By H. L. E. Priestman, Commercial Secretary for Canada

(Editor's Note—This is the second in a series of articles on economic conditions in Ireland, prepared for **Foreign Trade.** One great hundred equals 120 eggs; one stone equals 14 pounds.)

DUBLIN, May 5, 1949.—Poultry have taken pride of place among the agricultural products of this country, the number of eggs made available for export having surpassed the expectations of authorities in Ireland and Great Britain. Shipments during the first three months of the current calendar year amounted to 1,137,720 great hundreds, valued at £1,794,827, which compares with only 594,226 great hundreds, valued at £1,022,682, in the corresponding period of 1948. An agreement between the British Ministry of Food and the Irish Ministry of Agriculture was reached in 1947, whereby the British Government undertook to provide £1,350,000 over a period of three years to subsidize the poultry industry in Ireland. This made possible a price of three shillings per dozen to the producer.

Egg shipments in February amounted to 347,594 great hundreds, valued at £573,533, compared with 140,331 great hundreds, valued at £240,109, in the corresponding month last year. As a result of this production increase on the part of Ireland's hens, the sum provided for the payment of the subsidy proved inadequate. The Minister of Agriculture discussed the situation with British authorities, and it was decided that a price of 2/6 per dozen should be paid. This figure has been guaranteed until January 31, 1951, but the export totals continue to mount. In fact, shipments in March were more than double those of February, a total of 706,570 great hundreds having been recorded. The price of eggs to the consumer in Ireland remains at between 3/6 and 3/9 per dozen.

Poultry production in this country also gives cause for satisfaction, exports of turkeys, geese, ducks, chickens, old fowl and other dead poultry having amounted to 29,197 cwts., valued at £440,613, in the first three months of 1948, compared with 18,840 cwts., valued at £319,739, in the same period last year.

Cattle Shipments Also Increase

Although there is a definite upward trend in the exportation of cattle, the figures are not as encouraging as for poultry. Shipments during the first quarter of 1948 amounted to 109,677 head, valued at £4,530,941, compared with 97,213 head, valued at £3,506,592, in the same period last year. Some concern has been expressed over the relatively small proportion of these shipments made to Great Britain, which is the traditional and most valuable market for livestock from this country. Irish farmers have been taking advantage of the demand for cattle on the continent, and have naturally been influenced by the higher prices being

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offered by European buyers. However, the increase of 4/6 per cwt. for fat cattle, payable by the British Ministry of Food and recently announced, will doubtless assist in equalizing prices.

Flax producers in Ireland are dissatisfied with the prices obtainable in Northern Ireland for their produce, and have presented the Irish Minister for Industry and Commerce with a proposal for the establishment of a flax-spinning industry in County Cork. The government has offered to assist, if the plan proves practicable on investigation.

During recent years the British Board of Trade has purchased all flax grown in Southern Ireland, but this agreement comes to an end this year. In the meantime, the Northern Ireland Flax Spinners' Association will pay a higher price per grade for flax of the 1949 crop produced in Northern Ireland than for that produced in the rest of the country. In addition, the Northern Ireland Government pays a subsidy of 7/4½ per stone on all flax grown within their jurisdiction.

Southern Ireland flax producers expressed grave dissatisfaction at this price discrimination. No headway was made after conversations between the Northern Ireland Flax Spinners' Association and the Irish Government, whereupon the Irish Minister for Agriculture advised growers to concentrate on other crops for which there is a more certain and profitable market. The growers, however, were unwilling to abandon a crop from which 54,195 cwt., valued £688,811 was exported in 1948, and in 1947 netted £626,160 for 67,582 cwt. Representatives of the growers and scutch millers again approached the Northern Ireland Association. It is now announced that the association are prepared to purchase 3,000 tons of flax at 34/- per stone for grade one, hand-scutched, 32/6 for grade two, 31/- for grade three, 29/6 for grade four, 28/- for grade five (in which a large proportion of the flax produced here is classed), and 26/6 for grade six. Prices for turbine-scutched, dam-retted flax will range from 35/6 per stone for first grade to 28/- for sixth. The price paid to Northern Ireland growers is 38/7½, which, when the Northern Ireland Government subsidy is added, means a price to the producer of 46/- per stone for grade one and pro rata for other grades.

Although flax growers in the Republic of Ireland have accepted these prices, they appear anxious to become more self-supporting in future seasons by establishing a linen industry within the Republic. Irish linen, which has long been one of Ireland's most famous exports, and which has been a major dollar earner in recent years, comes chiefly from Northern Ireland, and the established firms in that territory would offer strong competition to any new venture. The flax grown in the Republic comes chiefly from the three counties contiguous to the Northern Ireland border, but there is also considerable production in West Cork. The flax industry in the latter district is calculated to be worth £250,000 and to employ 1,200 to 1,400 people, and it is from the Cork Committee of Agriculture that the suggestion for a spinning industry originated. County Cork already has several important textile factories, and a flax spinning industry would round out their economy, besides providing greater employment in rural areas.

State to Spend Large Sum on Land Reclamation

The government has shown itself aware that the land is Ireland's chief natural resource, and schemes of capital investment on an ambitious scale have recently been announced. Chief of these is a land reclamation scheme which is to cost £40 to £50 million during the next ten years, and which includes drainage, clearing of bushes, etc., fertilization, and fencing. The report on the Present State and Methods for Improvement of Irish Land, which was prepared by Mr. G. A. Holmes, the New Zealand

expert on grass lands, was presented to both houses of the Irish Parliament in April, and in addition to the suggestions which have been embodied in the land reclamation scheme, also stresses the importance of the right types of the best quality seeds, and of increased supplies of machinery and heavy implements. The land reclamation scheme is to be financed by ECA counterpart funds.

A new afforestation plan has also been announced, and it is intended to increase the planting rate to 25,000 acres a year, with a view to establishing at least 1,000,000 acres under timber. This will entail 400 acres of nurseries and a considerable demand for tree seeds.

South Africa Plans Construction of Soda Ash Plant

Cape Town, June 6, 1949.—(FTS)— South Africa is planning the construction of a soda ash plant near Douglas, in the northern part of Cape Province, which is expected to cost £5,500,000. Actual construction will likely begin in the near future, but it is not anticipated that the plant will come into production for three or four years. At that time, South Africa will no longer be dependent on the importation of soda ash, and should be in a position to export a surplus.

A shortage of brine is responsible for the fact that this plant has not previously been established. Mining interests in Johannesburg recently purchased 3,000 acres on the banks of the Vaal River, where the factory will be built. It is expected that employment will be provided for 300 Europeans and 500 native workers, who will be housed in a self-contained townsite being planned in the vicinity. The brine will be pumped through twenty-two miles of pipe from a 500-acre salt lake, which produces 50,000 tons of salt a year, or one-third of South Africa's total output.

Increase in Size of United Kingdom Families Recommended

London, June 22, 1949.—(FTS)—The Royal Commission on Population has recommended that policy should aim at a moderate increase in the present size of the average United Kingdom family.

Seventy years ago the average family comprised between 5·5 and 6 members. The family size then fell progressively for half a century, but has remained fairly constant for the past twenty years at 2·2. This rate is insufficient to maintain the present population, although the deficiency is only about 6 per cent—not nearly so great as was forecast before the war. The total population was about 49 million in 1947. If present trends continue, a peak of about 50·7 million will be reached in 1977.

The Commission finds that any marked increase or decrease in Britain's population is alike undesirable, and suggests a national effort to raise the average family size from 2·2 to 2·4 children—just sufficient to ensure replacement. This statement of population policy is obviously a matter of considerable interest to the future of Canadian export trade.

The adverse possibility that is considered by the Commission to be relevant is that additional food imports may only be obtainable (if at all) on terms of trade which will worsen progressively and materially with every increase in the volume of imports needed. If so, smaller numbers would relieve, and larger numbers aggravate, the difficulty. But the possible increase in these marketing difficulties that may result from a moderate growth of numbers is likely to be much smaller than that which must be expected for other reasons.

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Canadian Exports, by Commodities

Commodity	May			January—May		
	1938	1948	1949	1938	1948	1949
Main Groups	(Millions of Dollars)					
Agricultural, Vegetable Products	10.5	57.2	76.3	60.1	228.0	294.3
Animals and Animal Products	9.1	37.7	22.6	45.6	169.0	110.3
Fibres, Textiles and Products	1.3	4.0	3.6	4.9	16.5	12.8
Wood, Wood Products and Paper	16.9	84.0	73.8	77.2	375.8	337.5
Iron and Products	5.6	25.9	27.4	28.2	109.7	129.1
Non-Ferrous Metals and Products	16.6	45.5	42.8	77.8	163.8	181.4
Non-Metallic Minerals, Products	2.4	8.9	4.5	9.0	33.6	24.9
Chemicals and Allied Products	2.3	9.1	6.9	9.1	35.6	34.5
Miscellaneous Commodities	2.3	9.9	14.9	9.1	34.5	44.7
Total Domestic Exports	67.0	282.3	272.9	321.1	1,166.6	1,169.6
	(Thousands of Dollars)					
Agricultural, Vegetable Products:						
Fruits	410	165	324	3,254	1,264	3,473
Vegetables	487	430	322	1,178	3,463	1,985
Wheat	3,714	19,233	47,065	22,831	79,937	155,706
Grains, other	800	4,107	5,154	3,493	18,437	15,706
Flour of wheat	1,623	15,628	9,181	7,703	54,186	43,174
Farinaceous products, other	995	2,784	1,263	4,343	10,475	5,512
Sugar and products	123	970	1,573	710	1,967	2,197
Alcoholic beverages	610	2,208	2,671	4,169	10,710	13,944
Vegetable fats and oils	7	2,403	2,964	46	5,627	6,484
Rubber and products	1,270	3,172	2,141	5,595	13,406	11,436
Seeds	40	3,214	2,121	1,101	15,811	22,717
Tobacco	162	1,152	492	4,715	5,762	6,240
Vegetable products, other	224	1,706	1,063	1,009	6,981	5,767
Total	10,467	57,172	76,333	60,146	228,028	294,341
Animals and Animal Products:						
Cattle	834	2,769	3,492	3,504	9,193	16,006
Other animals, living	130	1,112	574	681	4,040	3,313
Fish and fishery products	1,460	5,833	6,902	9,296	35,582	29,577
Furs and products	650	2,738	2,170	8,156	12,793	12,274
Leather and products	517	1,146	665	2,021	6,851	3,062
Bacon and hams	3,357	13,795	1,506	14,520	47,790	8,792
Meats, other	464	2,444	2,335	1,938	19,987	13,775
Cheese	571	87	779	1,104	1,660	1,326
Milk products, other	406	1,045	1,434	1,259	3,611	4,907
Eggs, shell and processed	45	4,271	924	84	17,854	7,088
Animal products, other	642	2,507	1,776	3,034	9,650	10,228
Total	9,077	37,747	22,557	45,597	169,010	110,349
Fibres, Textiles and Products:						
Cotton products	221	810	359	1,073	3,848	2,603
Flax, hemp and jute products	13	256	140	47	814	822
Wool and products	76	490	346	473	2,461	1,982
Artificial silk and products	186	802	215	854	3,800	827
Textile products, other	768	1,662	2,565	2,438	5,620	6,588
Total	1,263	4,020	3,624	4,883	16,543	12,822
Wood, Wood Products and Paper:						
Planks and boards	2,638	16,304	12,473	12,431	78,617	55,749
Pulpwood	649	2,524	1,243	2,445	12,835	11,700
Unmanufactured wood, other	946	6,379	3,873	6,711	30,821	18,411
Wood pulp	2,470	19,773	14,812	11,722	86,727	73,969
Manufactured wood, other	288	902	592	1,346	3,076	2,452
Newsprint paper	9,135	33,830	38,624	38,582	147,643	165,044
Paper other	724	3,772	2,037	3,653	14,133	8,881
Books and printed matter	86	500	161	348	1,959	1,296
Total	16,936	83,984	73,815	77,238	375,812	337,503

Note.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts.

Canadian Exports, by Commodities—Concluded

Commodity	May			January—May		
	1938	1948	1949	1938	1948	1949
	(Thousands of Dollars)					
Iron and Products:						
Iron ore	.....	437	872	.....	494	1,181
Ferro-alloys	159	3,094	2,432	555	10,548	11,338
Pigs, ingots, blooms, billets	257	406	424	1,782	1,074	1,749
Rolling mill products	200	2,245	1,545	1,100	8,172	5,910
Locomotives and parts	2	946	42	236	3,006	8,269
Farm machinery and implements	887	6,296	12,014	4,131	30,282	51,343
Hardware and cutlery	193	504	441	790	2,202	1,926
Machinery (except farm)	1,014	3,367	2,860	4,416	17,600	13,480
Automobiles, freight	682	1,401	627	3,805	7,065	3,746
Automobiles, passenger	1,295	1,601	1,162	7,485	7,561	6,626
Automobile parts	270	1,407	796	1,494	7,434	4,285
Railway cars and parts	.....	1,091	2,488	10	1,196	8,474
Iron products, other	624	3,123	1,739	2,384	13,114	10,756
TOTAL	5,584	25,917	27,442	28,190	109,746	129,084
Non-Ferrous Metals and Products:						
Aluminium and products	2,469	14,882	11,088	8,964	45,343	34,813
Brass and products	107	481	184	411	2,360	1,236
Copper and products	5,476	9,355	8,694	21,376	32,858	36,096
Lead and products	823	3,079	3,830	3,765	11,828	18,792
Nickel	3,987	7,780	8,768	24,416	32,943	42,568
Precious metals, except gold	2,231	1,909	1,975	10,986	10,718	11,198
Zinc and products	1,001	3,960	5,711	4,896	13,922	25,900
Electrical apparatus, n.o.p.	342	1,890	941	1,789	7,713	5,527
Non-ferrous, products, other	208	2,153	1,603	1,240	6,098	5,245
TOTAL	16,643	45,487	42,794	77,844	163,781	181,375
Non-Metallic Minerals, Products:						
Asbestos and products	1,500	3,691	1,257	4,378	15,681	8,042
Coal	94	1,136	252	610	3,657	1,451
Petroleum and products	22	1,066	31	149	3,079	1,570
Abrasives, artificial, crude	408	1,233	1,146	2,038	5,143	5,802
Non-metallic products, other	416	1,821	1,847	1,840	6,084	8,016
TOTAL	2,439	8,947	4,533	9,014	33,643	24,881
Chemicals and Allied Products:						
Acids	129	704	291	518	2,420	1,307
Medicinal preparations	207	326	186	594	1,665	848
Fertilizers	1,051	3,843	3,916	4,294	16,668	20,408
Paints and varnishes	77	750	254	379	2,675	1,650
Calcium compounds	51	238	193	213	1,177	984
Soda and sodium compounds	331	519	354	1,667	1,905	1,710
Chemical products, other	442	2,739	1,724	1,389	9,063	7,626
TOTAL	2,289	9,119	6,918	9,053	35,573	34,532
Miscellaneous Commodities:						
Toys and sporting goods	37	203	55	83	529	173
Films	427	484	440	1,768	1,714	1,510
Ships and vessels	7	3,529	5,935	185	9,934	16,228
Aircraft and parts	823	1,426	1,576	2,419	6,258	4,115
Electrical energy	224	437	488	1,622	1,853	2,245
Miscellaneous consumer goods	176	808	527	793	2,661	2,277
Miscellaneous	358	965	4,565	1,395	3,722	9,866
Donations and gifts	.....	1,016	456	.....	3,810	4,150
Non-commercial articles	249	1,021	890	876	4,022	4,099
TOTAL	2,300	9,890	14,933	9,140	34,505	44,664

CANADA PRODUCES

Illustrated brochure, prepared for distribution at the British Industries Fair, in 1949, is obtainable for 25 cents a copy from the King's Printer, Government Printing Bureau, Ottawa.

Financial Assistance For Italy Produces Favourable Results

Prices and cost of living have been stabilized, production has slowly increased and exports have surpassed expectations —Further progress must be made before country is self-supporting—Canadian exports to Italy affected as ECA funds not available.

By R. G. C. Smith, Commercial Secretary for Canada

ROME, May 5, 1949.—Assistance obtained by Italy through the Economic Co-operation Administration has produced a substantial improvement in economic conditions in this country. Prices and the cost of living have been stabilized, production has slowly increased, exports have surpassed expectations and, most important of all, hope has been reborn and faith in the future re-established. Nevertheless, further progress must be made before Italy is self-supporting. None of the basic problems, such as surplus population, over-employment, high interest rates, and uneconomic land tenure in parts of the country, have been solved.

Grants and loans approved during the first twelve months of the European Recovery Program amounted to $555·5 millions, which is a reduction of $21·5 millions from the total before commodities were screened. The original requirements for the period were estimated at $601 millions. This reduction was made possible largely by the unexpected return from the United States of prisoner of war script, amounting to $22 millions, and by a carry-over of the Import-Export Bank loan of $60 millions, only $35 millions of which was actually used.

In programing for 1950, a demand for $610 millions was screened down to $580 millions in commodity requirements. As there is still $25 millions available from the Import-Export Bank loan, the actual amount needed from the European Co-operation Administration is therefore reduced to the same figure as in 1949, namely $555 millions. However, the real improvement should be measured by the loan figures from the Import-Export Bank, which are $10 millions lower, plus $22 millions in prisoner of war script, making a total of some $32 millions.

This improvement is not startling, but it does not show the whole picture. At the beginning of ECA aid, Italy's reserves of gold and dollars had fallen to a perilously low level. No figures are available, but it is known that, owing to almost spectacular gains in exports, reserves have been substantially increased. They have not yet reached a point that might be considered as an adequate cushion against the time when ECA ends, but to the modest gain in current account must be added this greatly improved position of Italy's reserves.

Increase in Exports Reduces Trade Deficit

Figures for the twelve months ending March 31 are not yet available, but for the period April 1, 1948, to January 31, 1949, imports amounted to $1,237 million against exports of $969 million. Imports during February have probably increased considerably, whereas exports may have fallen off, but if an average monthly figure for imports of $125 million and of exports of $90 million is added, the total of imports for the twelve months ending March 31, 1949, would be about $1,487 million and exports $1,149 million. During this period ECA financing was about

$581 million or some 39 per cent of total imports, and (if the estimate for import and export turns out to be approximately correct) $243 million over the trade deficit.

Under the 1949 programing it was estimated that for the fiscal year ending June 30, 1949, about 49 per cent of the total imports would have to be paid for in dollars. For the first six months of that fiscal year imports from the dollar areas were running about 54 per cent of the total. At the same time, the program estimated exports to the dollar area at only 18·2 per cent of the total; the degree in which exports have passed all previous expectations is shown by the fact that for the first six months exports to the dollar area were 34 per cent of the total.

Trade Deficit Smaller Than Anticipated

For the fiscal year ending June 31, 1949, the difference between the f.o.b. cost of imports plus freight payable in dollars and the value of exports receivable in dollars was estimated in the original program at $664 million. For the first six months the deficit on trade with the dollar areas was only $102 million. These two figures are not exactly comparable but they are a clear indication, nevertheless, of the very excellent progress made in the export drive, whereas imports have been held reasonably within the targets. The figures are also an indication that reserves have been built up substantially.

Trade of Italy

	Imports		Exports	
	Program *12 months	Actual first 6 months	Program 12 months	Actual first 6 months
	(Millions)			
Total trade	$1,532	$715	$849	$626
Dollar areas	812*	465†	146	112†
Other	720	250†	703	514†

* Freight added in order to make comparison with statistics of actual imports more comparable.

† Calculated figures only, based on lire values.

The export program put textiles as the mainstay of Italy's exports and totalled $314 millions. Principal groups were as follows (figures in parentheses being millions of dollars); silk and artificial silk manufactures (121); cotton manufactures (110); fresh fruit and vegetables (71); chemical products (71); machinery and apparatus (71); metal manufactures (55); woollen manufactures (51).

Imports Basically Raw Materials

Although Italy is still primarily an agricultural country, it has a very diversified and important manufacturing industry. Generally lacking in raw materials and in short supply of basic food products, the pattern of imports is for raw materials, some basic food requirements (mostly grains) and specialized industrial machinery (though much of the latter is made locally and even exported). Thus Italy must import some wheat, but needs no flour; similarly, linseed is preferred to linseed oil; zinc and lead ores to refined metals, and so on.

An examination of the original 1948-49 forecast of imports from dollar and other currency areas is of interest as indicating the patterns of Italy's import requirements. The original estimate for the fiscal year

ending June 30, 1949, was about $1,400 millions of imports. The outstanding items of this amount are shown in the following table (includes all imports, both ERP and otherwise):

Forecast of Italian Imports for 1948-49

	Value (000,000)	Percentage of Total
Total Foods	$426	32.0
Bread grains	208	14.9
Fats	66	4.7
Fuels (Coal and Petroleum Derivatives)	228	16.3
Pig iron	31	2.2
Zinc ore	38	2.7
Non-ferrous metals	61	4.4
Copper	8	0.6
Lumber	38	2.7
Paper and cardboard (probably includes wood-pulp)	147	10.5
Raw cotton	105	7.5
Various machinery	130	9.3

As Italy's industrial rehabilitation program gathers momentum, this tendency to require raw materials at the expense of manufactured articles will be accentuated. On the other hand, while there is room and plans for agricultural expansion, Italy will always require substantial amounts of imported wheat and other grains. However, the use of hybrid corn should eventually make Italy independent of these imports, which, in the calendar year 1948, amounted to over 100,000 tons.

Canadian Exports to Italy Affected

The great bulk of Canada's shipments to Italy (nearly $30 millions in calendar year 1948) consisted of wheat, flour and other grains. Since ECA funds for these products have not been available, the position of Canada's exports to Italy is most vulnerable. Payment in 1948 for imports of wheat from Canada was made out of Italy's export exchange, probably in the hope that it would be refunded by ECA. In fact, no such refund materialized. Other imports from Canada under ECA have been copper, nickel, special steel, agricultural implements, codfish and lumber. The volume of lumber has been very small from the dollar areas and only a most restricted range of agricultural implements can hope for exchange, because of adequate production from Italy's own implement industry.

Outside of ECA some permits have been granted for a restricted number of items for import from Canada. These have included synthetic rubber, a few shipments of canned salmon (available only in most limited quantities), pharmaceutical products, special steels, linseed oil, possibly paraffin, and dairy cattle. As Italy's exchange available from exports has increased, the tendency has been to rely on ECA for the payment of large and most essential bulk items, and to import outside of ECA the other essential products required in lesser volume.

Import Permits Not Granted for Non-Essentials

However, in general the principal remains the same for both classes, namely, that non-essential items or items available in Italy or from the OEEC area will not be given import permits. As far as Canada is concerned, this means that outside of raw materials and of certain machines (probably confined to agricultural) it will require special circumstances (lower price, early delivery, or highly advantageous technical features) before an import and exchange permit will be available either under ECA or otherwise.

Although the immediate outlook for Canadian exports to Italy is not encouraging, nevertheless, the very promising expansion of Italian exports in general (including shipments to Canada) does forecast a lessening dependence on ECA. As a higher percentage of imports is paid with the proceeds of exports, presumably there will be a greater flexibility in the sources of supply. It is important, therefore, that the increase in Italian exports to Canada should be maintained as the only practical way to ensure a share in the import market in Italy in the future.

Rome—New subway under construction at the end of the via dell'Impero, opposite the Colosseum. In the left background is the Tomb of the Unknown Soldier.

Photo by Meldolesi

ASSISTANT TRADE

C. E. Butterworth

C. E. BUTTERWORTH, appointed Assistant Trade Commissioner on May 15, 1948, who will sail for Cairo, Egypt, on August 9. Born at New York City, he received his education at the Ottawa Normal Model School, Lower Canada College and McGill University, where he received a Bachelor of Commerce degree in 1948. From 1942-46, Mr. Butterworth served as a lieutenant with the Fleet Air Arm of the Royal Navy, and was the first Canadian in action over Japan. He was awarded the Distinguished Service Cross.

T. M. BURNS, appointed Assistant Trade Commissioner on June 1, 1948, who will leave on July 12 for Berne, Switzerland. Born at Winnipeg, Manitoba, he received a Bachelor of Science degree from the University of Manitoba in 1943. Serving with the Canadian army as a lieutenant from 1943 to 1945, he returned to Queen's University on retirement and received a Bachelor of Commerce degree in 1947.

T. M. Burns

M. P. Carson

M. P. CARSON, appointed Assistant Trade Commissioner on May 19, 1948, who will be leaving shortly for Detroit, Michigan. Born at Ottawa, he received his education at Glebe Collegiate and Queen's University, where he received a Bachelor of Commerce degree. During the war, Mr. Carson served with the Royal Canadian Air Force for four years as a pilot. He retired with the rank of flight lieutenant.

ISSIONERS POSTED

D. H. CHENEY, appointed Assistant Trade Commissioner on May 18, 1948, who will be sailing on July 22 for Port-of-Spain, Trinidad. Born at Ottawa, he attended Hopewell Avenue Public School, Glebe Collegiate and the High School of Commerce. Joining the Royal Canadian Air Force in 1941, he served overseas and was shot down over France in 1944. He was transferred to the reserve of the R.C.A.F. in 1945 with the rank of flying officer, and continued his education at Queen's University, from which he received a Bachelor of Arts degree in 1949. Mr. Cheney was awarded the Distinguished Flying Cross.

D. H. Cheney

F. B. Clark

F. B. CLARK, appointed Assistant Trade Commissioner on June 1, 1948, who will be proceeding shortly to Mexico City. Born at Dryden, Ontario, he received a Bachelor of Arts degree from the University of British Columbia in 1940. He served on a minesweeper in the Atlantic theatre during the war as a petty officer with the Royal Canadian Naval Volunteer Reserve. On retirement, he returned to university and received a Bachelor of Laws degree from the University of British Columbia in 1948.

W. JONES, appointed Assistant Trade Commissioner on May 20, 1948, who will be leaving on July 12 for Frankfurt, Germany. Born at Mackayville, Quebec, he received a Bachelor of Commerce degree from McGill University in 1948. From 1942 to December, 1944, he served with the Royal Canadian Air Force as a sergeant navigator.

W. Jones

H. E. LEMIEUX, appointed Assistant Trade Commissioner on May 26, 1949, who will be sailing on July 27 for Buenos Aires, Argentina. Born at Ottawa, he attended Garneau Public School, Ottawa University and Laval University at Quebec City, where he received Bachelor of Commerce and Master of Commerce degrees. Mr. Lemieux also attended Osgoode Hall in Toronto for one year. He served with the Royal Canadian Air Force during the war.

H. E. Lemieux

R. R. Parlour

R. R. PARLOUR, appointed Assistant Trade Commissioner on June 7, 1948, who will be leaving on July 10 for Boston, Massachusetts. Born at Adams, Mass., he received his education at Brockville Collegiate, Westdale Secondary School and McMaster University, where he received a Bachelor of Arts degree in 1942. He served with the Canadian army overseas as a lieutenant. Upon his retirement, Mr. Parlour attended the University of Toronto, where he received a Master of Commerce degree in 1947.

R. F. RENWICK, appointed Assistant Trade Commissioner on June 1, 1948, who will be sailing shortly for Bombay, India. Born at Ottawa, he attended Lisgar Collegiate. Enlisting with the Canadian Army in 1940, he served overseas. Following his discharge in 1945, Mr. Renwick entered McGill University, where he received a Bachelor of Commerce degree in 1948.

R. F. Renwick

J. H. Stone

J. H. STONE, appointed Assistant Trade Commissioner on June 1, 1948, who will be leaving in September for Paris, France. Born at Charleston, Ontario, he received a Bachelor of Commerce degree from Queen's University in 1948. He served with the Canadian army overseas and was awarded the Military Cross and was mentioned in despatches.

Import Trade of Syria and Lebanon Unhampered by Dollar Shortage

Leading suppliers in recent years have been the United States, the United Kingdom and France—Beirut, principal trading centre of these republics, is important entrepôt port —Construction of Trans-Arabian pipe-line an interesting development—Market warrants consideration of Canadian exporters.

By J. M. Boyer, Canadian Government Trade Commissioner

CAIRO, May 25, 1949.—Syria and Lebanon comprise one of the few areas unhampered by lack of dollar exchange, and the proportion of their transit trade (about 50 per cent of imports for domestic consumption) may be capable of considerable expansion. In recent years the United States has held first place as supplier to this area, the United Kingdom and France ranking next in order.

From the point of view of foreign traders, Beirut, which is the principal seaport and trading centre of the Lebanese and Syrian republics, is at present probably the most interesting city in the Middle East. It is of special interest to exporters in hard-currency countries because these two republics are practically free from currency and import restrictions, and Beirut's free port facilities contribute to making it one of the important entrepôt centres between East and West.

Syria and Lebanon form a customs union. The total population of the two countries is not more than 4·5 millions, and their combined imports for consumption are accordingly not very great. The following table, giving values of foreign trade for 1939 and the latest two and a half postwar years for which figures are available, indicates the limits to be expected:

Summary of Syrian and Lebanese Trade

	Imports	Exports	Re-exports	Transit Trade
	Thousands of Lebanese £			
1939	75,567	36,517	867	37,686
1946	266,654	85,560	1,127	101,746
1947	362,764	83,640	3,467	182,841
1948 (Jan.-June)	240,056	22,763	504	110,907

Both Syria and the Lebanon, having been under French mandate for more than twenty years following World War I, were until recently, for exchange control pu poses, regarded as part of the French-franc area. In February, 1948, the Lebanon entered into a financial agreement with France under which the Lebanese currency continues to be backed by the French franc. Syria refused to conclude such an agreement, and the position of Syrian currency was uncertain until early this year, when the country formally withdrew from the French-franc area. However, France agreed to repay Syria's balances held as currency cover in fourteen semi-annual instalments, and in the meantime Syria is undertaking to provide new cover for its note issue.

Currencies Nominally of Same Value

Lebanese and Syrian pounds are nominally of the same value but, in fact, Syrian currency is usually sold at a discount of approximately 3 per cent as compared with Lebanese currency. Both the Syrian and

Lebanese Governments maintain official exchange rates for their currencies which are in accordance with the London cross-rates between sterling and the United States dollar. For some years, however, a great proportion of foreign trade (virtually all except government transactions) has been carried on through the black market. Recently this situation received formal recognition by the Lebanese Government when, in November, 1948, the free exchange market was legalized, and banks were permitted to do business at free market rates. Owing to the customs union, Syria was obliged to follow suit. Both governments possess limited hard-currency resources and, therefore, foreign exchange is issued at official rates for a small list of essential imports and then usually only for government requirements. The official rate for the United States dollar in terms of Lebanese pounds is: one United States dollar equals 2·22 Lebanese pounds approximately, and one pound sterling equals 8·86 Lebanese pounds approximately.

The Lebanese regulations, to which Syrian regulations conform closely, require that 10 per cent of foreign currency remittances must be sold to the exchange control at the official rate; the remainder may be sold on the free market. The free market rate varies from day to day, with fairly wide fluctuations over a period of months. For example, in July, 1948, the rate was one United States dollar equals 3·50 Lebanese pounds approximately. From November, 1948, to February, 1949, the rate approximated 3·60 Lebanese pounds and by early May had dropped to 3·13 pounds. The free rate for the pound sterling has also fluctuated, but not perhaps so widely as that for the dollar, having averaged around 10 Lebanese pounds for some months past.

Exports Provide Little Exchange

Only a small portion of hard-currency exchange to supply this free market is provided by Lebanese and Syrian exports. It is supplied from invisible earnings such as property investments of Syrians and Lebanese residing abroad and from transit trade and dealings in gold and foreign exchange generally. A large part of the foreign exchange dealings has in the past year apparently consisted of sales of sterling at depreciated rates in various markets, including New York. In order to protect sterling against these operations, the United Kingdom Treasury, on May 13, created a special account to which will be credited the holdings of residents of the Lebanon. The use of these holdings is restricted to countries of the sterling area, and it remains to be seen what effects this action will have on the exchange market of Beirut. Temporarily, at least, it will make dollars more difficult to acquire, but other means may be found to restore the usual supply of hard currency.

Syria an Agricultural Country

Syria is an important producer of agricultural items, and export surpluses are usually available of wheat, barley, wool, olive oil and tobacco. The Lebanon is mostly mountainous country and supplies of few farm products are available in excess of domestic requirements. For the most part the Lebanon is an importer of foods.

Agricultural development in Syria is likely to proceed rapidly within the next few years. This will apply particularly in the north, where there are large areas of uncultivated land capable of being brought into production.

One of the most interesting developments for both countries is the construction of the Trans-Arabian pipe-line, which will bring crude oil from the Persian Gulf to the Mediterranean coast at Tripoli and

Sidon. This pipe-line has already been constructed across Saudi Arabia, but construction of the western end has been held up for many months by failure to come to agreement with the Syrian Government. It has been reported that agreement has at last been reached. The pipe-line concession from the Syrian Government to the Trans-Arabian Pipe-line Company will mean a yearly expenditure by the company in Syria of $30 million. Eighty per cent of this sum will be turned over to the Syrian foreign exchange control at the official rate. The pipe-line company will also pay royalties to both Syrian and Lebanese Governments on the amount of oil run through the pipe-line.

Subsistence Level Low

In both these countries, although they provide conditions of prosperity for the upper classes, the subsistence level of the great mass of the population is low. The general cost-of-living index (1939=100) had risen by the middle of 1948 to 476. Accentuating the poor living conditions of the majority of the people are the numerous collections of Arab refugees from Palestine to be found dragging out an existence in many parts of both countries.

Of the commodities imported into these two countries, the following should be of interest to Canadian exporters: preserved milk; wheat; flour; canned fish; beer; pharmaceuticals; films; cigarettes; raw colours; paints and varnishes; cosmetics; soap; fertilizer; leather; tires; timber; plywood; newsprint and paper of all kinds; nylon stockings; gold; steel reinforcing rods; steel products generally; motor cars and parts; gas and diesel engines; pumps; farm machinery, including tractors; refrigerating equipment; storage batteries; radios.

It is suggested that these two republics, and particularly the city of Beirut, should be given serious consideration by all interested in Canadian export trade. It is, as pointed out previously, a market where dollars are freely available, at a price. It is also, of course, a highly competitive market. As credit terms are an important factor in competition, Canadian firms might well consider some relaxation of the irrevocable-letter-of-credit requirement which is essential in dealing with many parts of the world but which may not be so desirable when it comes to competition under conditions free from import and exchange restrictions.

Canadian Exports of Asphalt Roofing Materials Increased

Canadian shipments of asphalt roofing materials were increased in May. Shipments of asphalt shingles rose to 203,719 squares from 152,116 in April, smooth surfaced roofing in rolls to 88,782 squares from 71,990, mineral surfaced roofing in rolls to 85,096 from 54,304, and roll type sidings to 39,295 squares from 22,529. (*Dominion Bureau of Statistics*)

Cuban President Obtains Canadian Dairy Cattle

Eleven purebred Holstein-Friesian heifers were purchased recently by the Cuban Minister of Agriculture for the president of that republic, during the former's visit to this country for the Canadian International Trade Fair. The consignment left by air for Cuba on Dominion Day.

Cuba is a fairly constant market for Canadian Holstein-Friesians, 110 head valued at $42,205 having been exported to that country last year.

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Galt—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Saskatoon—Board of Trade.
Sherbrooke—Chamber of Commerce.
St. Catharines—Chamber of Commerce.
St. John's—Department of Trade and Commerce, Stott Building.
Toronto—Canadian Manufacturers' Association.
Vancouver—Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.

L. S. GLASS, Canadian Government Trade Commissioner in Lisbon, Portugal, has returned home on leave, and is touring Canada, discussing with businessmen in many of the leading centres trade conditions in Portugal, Spain and other areas in his territory, such as the Azores, Madeira, Spanish Morocco, the Canary Islands and Gibraltar.

Winnipeg—July 11.
Toronto—October 3-15.
Hamilton—October 17.
Niagara Falls—October 18.
St. Catharines; Welland—October 19.
Brantford—October 20.
Kitchener—October 21.
Montreal—October 24-November 8.
Ottawa—November 10.

R. E. GRAVEL, Assistant Commercial Secretary for Canada in Buenos Aires, Argentina, has returned home on leave before proceeding to another post. He is touring Canada, discussing trade conditions in Argentina, Uruguay and Paraguay with businessmen interested in that country.

Ottawa—July 14-16.

BRUCE A. MACDONALD, Commercial Secretary for Canada in Brussels, Belgium, has returned home on leave, and is making a tour of Canada, discussing with businessmen market conditions in Belgium and Luxembourg.

Vancouver—July 6-13.

PAUL V. McLANE, Commercial Secretary for Canada in New Zealand, has returned home on leave, and is touring Canada, discussing with businessmen conditions in New Zealand, Fiji and Western Samoa.

Ottawa—July 11-16.
Brockville—July 18.
Toronto—July 19-30.
Hamilton—August 2-3.
Brantford—August 4.
Kitchener—August 5-6.
London—August 8.
Windsor—August 9-10.

HOWARD W. RICHARDSON, Canadian Government Trade Commissioner in Bogotá, Colombia, has returned home on leave. He is making a tour of Canada, discussing trade conditions in Colombia, Panama and the Canal Zone with businessmen interested in that territory. Mr. Richardson will be completing his tour of Western Canada and Western Ontario during September. Exact details will be published at a later date.

C. J. VAN TIGHEM, Commercial Secretary for Canada in Lima, Peru, has returned home on leave and is touring Canada, discussing with businessmen the further development of trade with Peru and Ecuador. On conclusion of his stay in Canada, Mr. Van Tighem will proceed to São Paulo, Brazil, as Canadian Government Trade Commissioner, succeeding Mr. J. C. Depocas in that post. Details of Mr. Van Tighem's western tour this fall will be published later.

Industrial Output in Bizonal Germany Increased in May

Frankfurt, June 5, 1949.—(FTS)—The monthly index of industrial production in the bizonal area of Germany climbed to 87 per cent of the 1936 level during May, representing a rise of 6 per cent over the index for April. Last March was the only month in the postwar period with a higher index, amounting to 89 per cent, and it averaged two more working days than May.

Gains were recorded in all seventeen industrial groups for which figures are available. Output of petroleum and coal products gained the most during the month with a rise from 95 per cent at the end of April to 120 per cent by the end of May. This high one-month rise was brought about as a result of the reactivated oil refineries in Northern Germany, which continued to accelerate production.

Another industrial group which recorded a significant gain during May was stones and earths. This group continued its strong recovery from the winter-time slump and rose from 81 per cent to 97 per cent within a period of one month. The principal factor accounting for this important gain was the vastly increased output of cement and bricks for building and construction through Bizonal Germany.

Leather and leather products production was third during the month with a 14 per cent gain. This industrial group now stands at 72 per cent of the 1936 level. Advances of 10 per cent each occurred in two industrial fields. They were mining (excluding coal), which soared to 127 per cent of the 1936 level, and production of motor vehicles, which now stands at 87 per cent.

Although no group declined from April to May, there were four groups which increased by a smaller percentage than the rise in the number of working days. These groups are machinery and optical goods, electrical equipment, glass and ceramics, and rubber products.

Five industrial groups now stand above the 1936 level of production. The newcomer during May was petroleum and coal products. The four other groups which are above the 1936 rate are: electricity and gas, glass and ceramics, 113 per cent; electrical equipment, 173 per cent; and mining (excluding coal), 127 per cent.

It is also reported that Bizonal coal production increased from 86 per cent to 91 per cent of the 1936 level from the end of April to the end of May.

United States Exports of Cotton Textiles Substantially Reduced in the Past Year

Shipments of cloth, duck and tire fabric amounted to 940,100,000 square yards, valued at $525,407,338 in 1947—Purchases by Canada 42 per cent lower.

By J. H. English, Commercial Counsellor for Canada

WASHINGTON, June 9, 1949.—United States exports of cotton cloth, duck and tire fabric last year amounted to 940,100,000 square yards, valued at $314,660,452, compared with 1,470,142,000 square yards, valued at $525,407,338 in the previous year. South Africa was the largest purchaser, with a total of 97,985,798 square yards, followed by the Belgian Congo, with 26,318,236 square yards. Other buyers of large quantities were Ethiopia, with 8,529,663 square yards; French West Africa, with 7,804,611 square yards; Nigeria, with 7,442,676 square yards; and British East Africa, with 7,165,294 square yards.

The largest yardage loss occurred in North America, shipments having dropped 162,000,000 yards, or 31 per cent, from 1947 volume; followed by Africa with a loss of 125,000,000 yards, or 40 per cent; Europe with a decline of 87,000,000 yards, or 65 per cent; Oceania, 63,000,000 yards, or 81 per cent; Asia, 48,000,000 yards, or 13 per cent; and South America, 45,000,000 yards, or 34 per cent.

In North America this decrease is accounted for, principally, by lower shipments to Canada, which dropped about 42 per cent from those of 1947. Losses were considerable in the British and French West Indies, Honduras, Haiti, the Dominican Republic, and Cuba. Smaller shipments were recorded for all African areas with the exception of the Union of South Africa and Morocco. Particularly steep declines occurred in exports to French West Africa, Gold Coast, Nigeria, British East and West Africa, Southern Rhodesia, and Mozambique. The decreased exports to Europe were general, but mainly occurred in the Scandinavian countries, Ireland, and the United Kingdom. Exports to Argentina declined by nearly 75 per cent, which was the principal factor in determining the lower percentage for South America. The loss in exports to Oceania was mainly due to a drop of about 83 per cent in exports to Australia. Shipments to Turkey decreased about 95 per cent; China, 99 per cent; Syria, 89 per cent; Iraq, 54 per cent; Aden, 87 per cent; and Indo-China, 98 per cent.

Exports to Mexico gained 18 per cent over 1947; Nicaragua, 13 per cent; Colombia, 16 per cent; Venezuela, 14 per cent; Ecuador, 15 per cent; and Bolivia, 15 per cent. Slightly larger exports to France were recorded. Iran registered an increase of 300 per cent; British Malaya, 120 per cent; and Ceylon, 32 per cent over the 1947 volume.

It is to be noted also that, with few exceptions (Guatemala, Nicaragua, Cuba, Haiti, Jamaica, Colombia, Chile, and the Philippines), shipments in 1948 were larger than in 1939 by a considerable margin.

Costa Rica Obtains Dairy Cattle from Canada

Five purebred Jersey bulls and five purebred Jersey heifers were shipped from Canada to Costa Rica by air last week. Although Costa Rica is not a new market for Canadian purebred dairy cattle, small consignments having been exported to that country in the past, this shipment indicates new interest in the importation of blood lines.

Trade and Tariff Regulations

Argentine Exchange Control Procedure Again Revised

Buenos Aires, June 3, 1949.—(FTS)—The Central Bank of Argentina announced on May 24, 1949, a modification of the lists of goods for which the bank is willing to consider the granting of import exchange permits.

List A covers essential products for which the Central Bank is willing to consider applications for exchange permits, with or without the use of foreign exchange. List B is much shorter and covers goods for which the Central Bank is prepared to consider granting import permits only without the use of foreign exchange.

List A is divided into two groups by countries. Group I comprises all countries (including Canada), and Group II consists of Bolivia, Brazil, Czechoslovakia, Chile, Denmark, Finland, Hungary, Paraguay, Peru, Poland, Rumania, Sweden, Switzerland, Uruguay, Yugoslavia, the Belgian franc, French franc, pound sterling, Netherlands guilder, Italian lira, and Spanish peseta areas. Certain goods in list A may be imported from countries in Group I, while others may be imported only from countries in Group II.

Quantitative quotas are established for the importation of list A goods by regular importers, according to country groups, except that as regards imports from Bolivia, Chile, Paraguay, Peru, Uruguay, French franc and Spanish peseta areas, permits are granted without limit as to time of application, quantity or value. As regards Brazil, Czechoslovakia, Denmark, Finland, Hungary, Poland, Rumania, Sweden, Switzerland, Yugoslavia, the pound sterling, Belgian franc, Italian lira, and Netherlands guilder areas, the Central Bank will consider granting permits on the basis of 50 per cent of the C & F value of the average of imports of each item in 1947 and 1948. For goods imported from all other countries (including Canada), regular importers may apply for permits to import up to 25 per cent of the C & F value of the average of imports in 1947 and 1948.

It should be noted that the quotas of 25 per cent and 50 per cent referred to above are importer's quotas and not quotas for importations from the original supplying country. There is no promise that exchange will be available for further imports from the original country. Except when dollars are available, and then only for essential products, there is every likelihood that importer's quotas obtained on the basis of past business from Canada will, if used, have to be against imports from other countries.

Applications for exchange permits for imports from Canada must be presented by June 30. The bank will consider applications from recently established Argentine industrial concerns not classed as regular importers for list A goods. Unused exchange permits may be cancelled within 30 days of issue without penalty.

Applications for permits without the use of exchange for list A and list B goods may be made at any time without limitation as to quantity, in cases where the importation is by funds owned abroad by importers prior to December 31, 1948, or when the goods enter Argentina as capital investment.

Goods for which the Argentine importer has neither applied for nor obtained the necessary permits are not permitted entry and must be reshipped.

Overseas exporters must request from their customers the exact expiry date of the permit and arrange to have the goods arrive in the Argentine port of entry by that date, since the importer must begin

clearance formalities on or before the expiry date set by the Central Bank. Argentine Consuls may visa consular invoices, commercial invoices and bills of lading only when the exporter quotes the date of the requisite exchange permit, with the Consul verifying his declaration by seeing the letter, cable or other document from the Argentine importer.

Bank of Brazil Authorizes Closing of Exchange Contracts

Rio de Janeiro, June 23, 1949.—(FTS)—Provision has been made for closing exchange contracts with the Bank of Brazil at the current bank rates for all drafts covering past or future shipments, as soon as the merchandise is cleared through customs, and for all transfers of earnings or capital as soon as authorized. The net effect is to transfer the exchange risk from the importers to the Treasury, in the case of commercial transactions, and from the company to the Treasury, in the case of transfer of earnings or capital. Dollar exchange purchased in this manner will be paid for in cruzeiros immediately, credited to the foreign exporter in a graphic account (i.e., a control account or dollar credit entry on the Bank of Brazil books), and delivered under the same conditions and with the same delays as under the present chronological system. The new system will thus not accelerate remittances to foreign exporters or shareholders, but it might cause a substantial transfer of working capital, in the form of cruzeiro deposits, from private banks to the Bank of Brazil, with a consequent tightening of credits.

Ecuador Removes Duty on Wheat

Lima, June 24, 1949.—(FTS)—Effective February 15, 1949, the duty on wheat imported into Ecuador was removed. The rate was previously 0·20 sucre per kilogram, or about 41 cents per bushel. The reason for this action was that wheat production in Ecuador is not sufficient to meet domestic demand.

Canada and Sweden Conclude Visa Agreement

Canada and Sweden have concluded an agreement modifying visa requirements for temporary visitors. Commencing July 1, 1949, Canadians in possession of valid Canadian passports may, without previously obtaining a Swedish visa, visit Sweden for periods each not exceeding three consecutive months.

Swedish subjects, who are bona fide non-immigrants, coming to Canada and in possession of valid Swedish passports, may obtain visas from the Canadian Legation in Stockholm free of charge, valid for an unlimited number of entries to Canada during a period of twelve months from the date of issue of such visas.

DATA FOR EXPORTERS COMPILED

Information, of particular interest to Canadian exporters, concerning shipping documents and customs regulations of foreign countries, is being compiled by the Commercial Relations and Foreign Tariffs Division, Foreign Trade Service. Countries concerning which such information is now available in a revised form are: Cuba, Denmark, Dominican Republic, Egypt, Guatemala, Italy, Mexico, Netherlands Antilles, Norway, Panama, Surinam (Netherlands Guiana), Sweden, Switzerland and Venezuela. Data on other countries will be made available from time to time.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by the steamship companies and agents concerned. This is the latest available, and is subject to change after **Foreign Trade** has gone to press.

The loading date and name of ship are not indicated in some instances, as information available is not sufficiently definite to mention the ship concerned. Exporters should seek further details from the operator or agent mentioned.

Ships loading within ten days of the publication date of this issue are not included.

DEPARTURES FROM MONTREAL

*Calls at Halifax about four days later.
† Calls at Quebec about two days later.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden	August 2–8	*Adrastus*	Cunard Donaldson
Port Aden	August 20–25	*Schiedijk*	Cunard Donaldson
Africa—South and East—			
Cape Town	July 15–26	*Fort Nottingham*	Elder Dempster
Port Elizabeth	July 25	*Shelburne County*	March Shipping
East London	July 25	*Thorstrand*	Kerr Steamships
Durban	August 5–13	*Grelrosa*	Elder Dempster
Lourenço Marques	August 10	*A Ship*	Elder Dempster
	August 15	*A Ship*	March Shipping
Beira	July 25	*Thorstrand*	Kerr Steamships
Mombasa			
Argentina—	July 23	*Mormacpenn*	Montreal Shipping
Buenos Aires	July 28–Aug. 1	*Bowplate*	Cunard Donaldson
	August 13–17	*Bowhill*	Cunard Donaldson
	August 16	*Mormacsaga*	Montreal Shipping
Australia			
Brisbane	August 6–11	*Port Saint John*	Montreal Australia
Sydney			New Zealand Line
Melbourne	September 2	*Port Wellington*	Montreal Australia
Adelaide			New Zealand Line
Newcastle	August 6–11	*Port Saint John*	Montreal Australia
			New Zealand Line
Geelong	September 2	*Port Wellington*	Montreal Australia
			New Zealand Line
	July 23–30	*Beaconsfield*	Cunard Donaldson
	July 23–Aug. 4	*Mont Gaspe*	Montreal Shipping
	July 28	*Ravnefjell*	Brock Shipping
	July 29	*Prins Willem Van Oranje*	Shipping Limited
Belgium—	July 29	*Prins Alexander*	Shipping Limited
Antwerp	July 26–Aug. 1	*Brant County*	Canada Steamships
	July 31	*Beaverglen* (r)	Canadian Pacific
	August 1–5	*Rouen*	Furness Withy
	August 3–10	*Vasaholm*	Swedish American
	August 7–13	*Kent County*	Canada Steamships
	August 17–23	*Beckenham*	Cunard Donaldson
	August 22–26	*Grey County*	Canada Steamships

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
Brazil—			
Rio de Janeiro	July 23	*Mormacpenn*	Montreal Shipping
	July 28–Aug. 1	*Bowplate*	Cunard Donaldson
Santos	August 13–17	*Bowhill*	Cunard Donaldson
	August 16	*Mormacsaga*	Montreal Shipping
Bahia	July 23	*Mormacpenn*	Montreal Shipping
Ceylon—			
Colombo	August 10	*City of Glasgow*	McLean Kennedy
China—			
Shanghai	July 15–23	*A Ship*	March Shipping
Shanghai	July 20–22	*City of Poona*	McLean Kennedy
Colombia—			
Barranquilla	July 18–23	**Laholm*	Swedish American
Barranquilla	July 28–Aug. 2	**Polykarp*	Swedish American
Denmark—			
Copenhagen	August 3–10	*Vasaholm*	Swedish American
Copenhagen	August 4	*Ternefjell*	Brock Shipping
Egypt—			
Alexandria	August 2–8	*Adrastus*	Cunard Donaldson
Port Said	August 20–25	*Schiedijk*	Cunard Donaldson
Suez			
Finland—			
Helsinki	August 3–10	*Vasaholm*	Swedish American
France—			
Le Havre	July 26–Aug. 1	*Brant County*	Canada Steamships
	July 29	*Prins Willem Van Oranje*	Shipping Limited
	July 29	*Prins Alexander*	Shipping Limited
	August 1–5	*Rouen*	Furness Withy
	August 3–10	*Vasaholm*	Swedish American
	August 7–13	*Kent County*	Canada Steamships
	August 22–26	*Grey County*	Canada Steamships
Marseilles	July 20–25	*Capo Arma*	Furness Withy
Germany—			
Hamburg	July 23–30	*Beaconsfield*	Cunard Donaldson
	July 23–Aug. 4	*Mont Gaspe*	Montreal Shipping
	July 29	*Prins Willem Van Oranje*	Shipping Limited
	July 29	*Prins Alexander*	Shipping Limited
	August 3–10	*Vasaholm*	Swedish American
	August 17–23	*Beckenham*	Cunard Donaldson
Hong Kong—	July 15–23	*Rockside*	March Shipping
	July 20–22	*City of Poona*	McLean Kennedy
	August 10–13	*Telemachus*	Cunard Donaldson
India and Pakistan—			
Karachi	July 15–23	*Rockside*	March Shipping
Bombay	August 10	*City of Glasgow*	McLean Kennedy
Madras			
Calcutta			
Cochin			
Indonesia—			
Batavia	August 2–8	*Adrastus*	Cunard Donaldson
Samarang	August 20–25	*Schiedijk*	Cunard Donaldson
Soerabaya			
Cheribon			
Belawan-Deli	August 2–8	*Adrastus*	Cunard Donaldson
Ireland—			
Dublin	July 26–30	*Lord O'Neill*	McLean Kennedy
Dublin	July 28	*Irish Larch*	Shipping Limited
Cork			

DEPARTURES FROM MONTREAL—Continued

Destination	Loading Date	Vessel	Operator or Agent
Italy—			
Genoa, Naples	July 15–22 July 20–25	*Marchport* *Capo Arma*	Montreal Shipping Furness Withy
Malaya—			
Penang Port Swettenham	August 2–8 August 20–28	*Adrastus* *Schiedijk*	Cunard Donaldson Cunard Donaldson
Mediterranean—			
Western and Central Areas	July 15–22	*Marchport*	Montreal Shipping
Netherlands—	July 23–30	*Beaconsfield*	Cunard Donaldson
	July 23–Aug. 4	*Mont Gaspe*	Montreal Shipping
	July 28	*Ravnefjell*	Brock Shipping
	July 26–Aug. 1	*Brant County*	Canada Steamships
Amsterdam	July 29	*Prins Willem Van Oranje*	Shipping Limited
Rotterdam	July 29	*Prins Alexander*	Shipping Limited
	August 3–10	*Vasaholm*	Swedish American
	August 7–13	*Kent County*	Canada Steamships
	August 22–26	*Grey County*	Canada Steamships
	August 17–23	*Beckenham*	Cunard Donaldson
Netherlands Antilles—			
Willemstad	July 18–23	**Laholm*	Swedish American
Willemstad	July 28–Aug. 3	**Polykarp*	Swedish American
New Zealand—			
Auckland, Wellington, Lyttleton, Dunedin	August 20	*City of Calcutta*	Montreal Australia New Zealand Line
Norway—			
Oslo, Kristiansand, Stavanger, Bergen	August 3–10	*Vasaholm*	Swedish American
Oslo, Stavanger, Bergen	August 4	*Ternefjell*	Brock Shipping
Philippines—			
Manila	July 29–22	*City of Poona*	McLean Kennedy
Manila, Cebu	August 10–13	*Telemachus*	Cunard Donaldson
Poland—			
Gdynia, Gdansk	August 3–10	*Vasaholm*	Swedish American
Puerto Rico—			
San Juan	July 18–23	**Laholm*	Swedish American
San Juan	July 28–Aug. 2	**Polykarp*	Swedish American
Singapore—	August 2–8	*Adrastus*	Cunard Donaldson
	August 20–25	*Schiedijk*	Cunard Donaldson
Sweden—			
Gothenburg, Malmo, Norrkoping, Stockholm	August 3–10	*Vasaholm*	Swedish American
United Kingdom—	July 23–28	*Eucadia*	Furness Withy
Avonmouth	August 1–6	*Brazilian Prince*	Furness Withy
Swansea	August 2–7	*Dorelian* (r)	Cunard Donaldson
Glasgow	July 14–22	*Lismoria* (r)	Cunard Donaldson
	Aug. 28–Sept. 4	*Salacia* (r)	Cunard Donaldson

DEPARTURES FROM MONTREAL—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom— Con.			
Hull	July 20–24	*Bassano* (r)	McLean Kennedy
Hull	July 24–28	*Consuelo* (r)	McLean Kennedy
Leith	July 18–23	*Cairnvalona*	Furness Withy
Newcastle	July 29–Aug. 3	*Cairnavon*	Furness Withy
Liverpool	July 15–24	*Granhill*	March Shipping
	July 24	**Beaverford*	Canadian Pacific
	July 26–30	*Lord O'Neill*	McLean Kennedy
	July 29	*Empress of Canada* (r)	Canadian Pacific
	August 2	*Beaverburn*	Canadian Pacific
	August 2–8	*Arabia* (r)	Cunard Donaldson
	August 11–15	*Ascania* (r)	Cunard Donaldson
	August 12–17	*Fort Musquarro*	Cunard Donaldson
	August 15–22	*Triberg*	March Shipping
	August 18–23	*Fort Cadotte*	Cunard Donaldson
London	July 20–26	*Asia* (r)	Cunard Donaldson
	July 24	*Beaverdell* (r)	Canadian Pacific
	July 28	*Ravnefjell*	Brock Shipping
	July 31	*Beaverglen* (r)	Canadian Pacific
	August 1–10	*Seaboard Trader*	March Shipping
	August 9–15	*Hillcrest Park*	Cunard Donaldson
	Auguat 23–29	*Asia* (r)	Cunard Donaldson
Manchester	July 20–23	*Manchester Shipper* (r)	Furness Withy
	July 27–30	*Manchester Trader* (r)	Furness Withy
	August 3–6	†*Manchester Port* (r)	Furness Withy
Uruguay— Montevideo	July 23	*Mormacpenn*	Montreal Shipping
	July 28–Aug. 1	*Bowplate*	Cunard Donaldson
	August 16	*Mormacsaga*	Montreal Shipping
	August 13–17	*Bowhill*	Cunard Donaldson
Venezuela— Puerto Cabello, La Guaira, Maracaibo	July 18–23	**Laholm*	Swedish American
	July 28–Aug. 2	**Polykarp*	Swedish American
West Indies— Jamaica	July 26	**Canadian Conqueror*	Canadian National
	August 5	*Canadian Highlander*	Canadian National
Bahamas	August 15	**Canadian Observer*	Canadian National
	August 25	*Canadian Victor*	Canadian National
Antigua, Barbados, Bermuda, British Guiana, Dominica, Grenada, Montserrat, St. Kitts, St. Lucia, St. Vincent, Trinidad	July 12–21	**A Ship*	Alcoa Steamships
	July 12–21	*Lady Rodney* (r)	Canadian National
	July 23–Aug. 1	*Canadian Constructor* (r)	Canadian National
	July 26–Aug. 1	**A Ship*	Alcoa Steamships
	August 2–11	*Lady Nelson* (r)	Canadian National
	August 9–18	**A Ship*	Alcoa Steamships
	August 12–21	*Canadian Cruiser* (r)	Canadian National

CANADIANS AS CONSUMERS

Illustrated brochure, prepared for distribution at the British Industries Fair, in 1949, is obtainable for 25 cents a copy from the King's Printer, Government Printing Bureau, Ottawa.

DEPARTURES FROM QUEBEC

* Calls at Montreal a few days later.
† Calls at Halifax and Saint John several days later.
(r)Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Colombia—			
Barranquilla	July 19–20	*†*Benny* (r)	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo	July 19–20	*†*Benny* (r)	Saguenay Terminals
Haiti—			
Port au Prince	July 19–20	*†*Benny* (r)	Saguenay Terminals
Netherlands—			
Amsterdam	July 29–30	*Tabinta*	Furness Withy
Rotterdam	July 29–30	*Volendam*	Furness Withy
United Kingdom—			
Liverpool	July 28–Aug. 2	*Franconia* (r)	Cunard Donaldson
London	July 24–28	*Scythia* (r)	Cunard Donaldson
Venezuela—			
La Guaira Maracaibo Puerto Cabello Las Piedras	July 19–20	*†*Benny* (r)	Saguenay Terminals

DEPARTURES FROM HALIFAX

(r)Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool	July 23–28	*Newfoundland* (r)	Furness Withy
Liverpool	August 9–13	*Nova Scotia* (r)	Furness Withy
Liverpool	August 23–27	*Newfoundland* (r)	Furness Withy
Southampton	July 23	*Aquitania*	Cunard Donaldson

DEPARTURES FROM VANCOUVER

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r)Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—East and South—			
Cape Town Port Elizabeth East London Durban Lourenço Marques	Late July August 12 September 10	*Pacific Ocean* *Limburg* *Silversandal*	Seaboard Shipping Dingwall Cotts Dingwall Cotts
Argentina—			
Buenos Aires	August 1	*Ravnanger*	Empire Shipping
Buenos Aires	September	*Grenanger*	Empire Shipping

Destination	Loading Date	Vessel	Operator or Agent
Australia—			
Sydney	July 24	*Mattawunga*	Empire Shipping
Melbourne	Mid-August	*Narrandera*	Empire Shipping
Adelaide			
Sydney	August 27	*Alameda*	Dingwall Cotts
Melbourne			
Sydney	July 22	*Aorangi*	Canadian Australasian
Belgium			
Antwerp	August 11	*Bio Bio* (r)	Gardner Johnson
Antwerp	August 23	*Seattle* (r)	Gardner Johnson
Brazil—			
Rio de Janeiro	August 1	*Ravnanger*	Empire Shipping
Santos	September	*Grenanger*	Empire Shipping
Burma—			
Rangoon	August 5	*Mapia*	Dingwall Cotts
Canal Zone—			
Balboa	July 28	*Coastal Adventurer*	Gardner Johnson
Cristobal	August 11	*Coastal Nomad*	Gardner Johnson
Balboa	August 1	*Santa Juana* (r)	Gardner Johnson
Panama City			
Balboa	August	*Don Aurelio*	Empire Shipping
Chile—			
Arica	August 1	*Santa Juana* (r)	Gardner Johnson
Antofagasta			
Valparaiso			
Antofagasta	August 1	*Ravnanger*	Empire Shipping
Valparaiso	September	*Grenanger*	Empire Shipping
China—	Mid-July	*Sunnyville*	Balfour Guthrie
	July 22–23	*Ocean Mail* (r)	Canadian Blue Star
Shanghai	July 28–29	*Washington Mail* (r)	Canadian Blue Star
	August 4	*Vingnes*	Empire Shipping
	August 5–6	*China Mail* (r)	Canadian Blue Star
Colombia—	July 28	*Coastal Adventurer*	Gardner Johnson
Barranquilla	August	*Don Anselmo*	Empire Shipping
	August 11	*Coastal Nomad*	Gardner Johnson
Costa Rica—	July 28	*Coastal Adventurer*	Gardner Johnson
Puntarenas	August	*Don Aurelio*	Empire Shipping
	August 11	*Coastal Nomad*	Gardner Johnson
Ecuador—			
Guayaquil	August 1	*Santa Juana* (r)	Gardner Johnson
El Salvador—	July 28	*Coastal Adventurer*	Gardner Johnson
La Libertad	August	*Don Aurelio*	Empire Shipping
	August 11	*Coastal Nomad*	Gardner Johnson
Fiji—			
Suva	July 22	*Aorangi*	Canadian Australasian
Suva	Early August	*Thorscape*	Empire Shipping
Germany—			
Hamburg	August 11	*Bio Bio* (r)	Gardner Johnson
Hamburg	August 23	*Seattle* (r)	Gardner Johnson
Guatemala—	July 28	*Coastal Adventurer*	Gardner Johnson
San Jose	August	*Don Aurelio*	Empire Shipping
	August 11	*Coastal Nomad*	Gardner Johnson

DEPARTURES FROM VANCOUVER—Continued

Destination	Loading Date	Vessel	Operator or Agent
Hawaii—			
Honolulu	July 22	*Aorangi*	Canadian Australasian
Hong Kong	Mid-July	*Sunnyville*	Balfour Guthrie
	July 22–23	*Ocean Mail* (r)	Canadian Blue Star
	July 28–29	*Washington Mail* (r)	Canadian Blue Star
	August 4	*Vingnes*	Empire Shipping
	August 5–6	*China Mail* (r)	Canadian Blue Star
India and Pakistan—			
Madras, Calcutta	August 5	*Mapia*	Dingwall Cotts
Indonesia—			
Batavia, Soerabaya, Samarang, Cheribon	August 5	*Mapia*	Dingwall Cotts
Italy—			
Genoa, Naples, Venice	July 25	*Leme*	Empire Shipping
Japan—			
Yokohama	July 22–23	*Ocean Mail* (r)	Canadian Blue Star
Kobe	July 28–29	*Washington Mail* (r)	Canadian Blue Star
Nagoya	August 5–6	*China Mail* (r)	Canadian Blue Star
Lebanon—			
Beirut	September 5	*Erato*	Empire Shipping
Mexico—			
Manzanillo	July 28	*Coastal Adventurer*	Gardner Johnson
Acapulco	August 11	*Coastal Nomad*	Gardner Johnson
New Caledonia—			
Noumea	Early August	*Thorscape*	Empire Shipping
New Hebrides—			
Port Villa	Early August	*Thorscape*	Empire Shipping
New Zealand—			
Wellington	August 26	*Alameda*	Dingwall Cotts
Auckland	July 22	*Aorangi*	Canadian Australasian
Peru—			
Callao	August 1	*Santa Juana* (r)	Gardner Johnson
Mollendo	August 1	*Ravnanger*	Empire Shipping
	September	*Grenanger*	Empire Shipping
Philippines—			
Manila, Iloilo, Cebu	Mid-July	*Sunnyville*	Balfour Guthrie
	July 22–23	*Ocean Mail* (r)	Canadian Blue Star
	July 28–29	*Washington Mail* (r)	Canadian Blue Star
	August 5–8	*China Mail* (r)	Canadian Blue Star
Manila, Iloilo	August 5	*Mapia*	Dingwall Cotts
Manila, Cebu	August 4	*Vingnes*	Empire Shipping
Samoa—			
Apia	Early August	*Thorscape*	Empire Shipping
Pago-Pago	August 26	*Alameda*	Dingwall Cotts
Singapore	Mid-July	*Sunnyville*	Balfour Guthrie
Society Islands—			
Papeete	Early August	*Thorscape*	Empire Shipping

Destination	Loading Date	Vessel	Operator or Agent
Sweden—			
Stockholm	August 11	*Bio Bio* (r)	Gardner Johnson
Gothenburg	August 23	*Seattle* (r)	Gardner Johnson
United Kingdom—			
Manchester	July 23	*Pacific Exporter*	Furness Withy
Manchester	August 22	*Pacific Enterprise*	Furness Withy
Unstated Ports	August 11	*Bio Bio* (r)	Gardner Johnson
	August 23	*Seattle* (r)	Gardner Johnson
	Late August	*Alcyone Hope*	Canada Transport
Uruguay—			
Montevideo	August 1	*Ravnanger*	Empire Shipping
Montevideo	September	*Grenanger*	Empire Shipping
Venezuela—	July 28	*Coastal Adventurer*	Gardner Johnson
Maracaibo	August	*Don Aurelio*	Empire Shipping
	August 11	*Coastal Nomad*	Gardner Johnson

Services to Newfoundland

Transportation is a major factor in the economy of Newfoundland, which is served by a number of steamship services operating the year round from Halifax and North Sydney, and from Montreal during the season of open navigation on the St. Lawrence. Trans-Canada Air Lines also maintains a daily service between Montreal and Gander Airport, via Moncton, N.B., and Sydney, N.S. Boston is likewise connected with Gander Airport, via Yarmouth, N.S., Saint John, N.B., and Halifax, N.S. Steamship companies, ports of call and the frequency of their services are as follows:

Halifax to St. John's	Weekly	Furness Red Cross Line
Halifax to St. John's	Every three weeks	Furness Warren Line
Halifax to St. John's	Every ten days	Newfoundland-Canada Steamships
Halifax to St. John's	Fortnightly	Rowlings
Halifax to St. John's	Weekly	Shaw Steamships
Montreal to St. John's	Every ten days	Blue Peter Steamships
Montreal to St. John's	Fortnightly	Clarke Steamships
Montreal to Corner Brook	Fortnightly	Clarke Steamships
Montreal to St. John's	Fortnightly	Newfoundland-Canada Steamships
North Sydney to Port aux Basques	Tri-weekly	Canadian National Railways
Hamilton to St. John's	Fortnightly	Newfoundland-Great Lakes SS.
Toronto to St. John's	Fortnightly	Newfoundland-Great Lakes SS.

Greater Use of Trinidad Lumber Planned

Port-of-Spain, June 27, 1949.—(FTS)—An increased appropriation of funds is enabling the Forestry Department to enter upon extensive plans for the greater utilization of Trinidad forest products. Faced with the need for conserving hard currency, an effort is being made to replace some of the $3 million spent on imported timbers brought in chiefly from Canada and the United States. The Department is proceeding with the construction of forest roads and stations, enlarging its staff and starting a campaign aimed at educating operators in the use of improved cutting and mill equipment, and seasoning methods. In addition, the construction and woodworking industries are being shown the value and use of the various sorts of local timbers. Forest conservation and fire prevention also are important objectives of the program.

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.
Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. MCCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—A. B. BRODIE, Acting Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.
Territory includes Luxembourg.

Brazil

Rio de Janeiro — MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy, Edificio Metropòle. Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—Acting Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. MAGUIRE, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—B. I. RANKIN, Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

Colombia

Bogotá—H. W. RICHARDSON, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—A. W. EVANS, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Israel, Lebanon, Saudi Arabia, Syria and the Hashemite Kingdom of the Jordan.

France

Paris—J. P. MANION, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt—B. J. BACHAND, Canadian Economic Representative, Canadian Consulate, Economic Section, 145 Fuerstenbergerstrasse, A.P.O. 757, U.S. Army.
Cable address, Canadian Frankfurt-Main.

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Foreign Trade Service Abroad—*Continued*

Guatemala

Guatemala City—J. C. DEPOCAS, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

Bombay—C. R. GALLOW, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Japan

Tokyo—J. C. BRITTON, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

New Zealand

Wellington—P. V. MCLANE, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Wellington—Dr. W. C. HOPPER, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Iran and Afghanistan.

Peru

Lima—Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak and Thailand.

South Africa

Johannesburg—S. V. ALLEN, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Foreign Trade Service Abroad—*Concluded*

Cape Town—S. G. TREGASKES, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

Cable address, Cantracom.

Sweden

Stockholm—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Turkey

Istanbul—G. F. G. HUGHES, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi, Beyoglu. Address for letters: Post Office Box 2220, Beyoglu.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and the British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Timcom, London.

Liverpool—M. J. VECHSLER,. Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, Cantracom.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Territory covers Northern Ireland.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

New York City—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

Boston—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

Detroit—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquina Veroes.

Territory includes Netherlands Antilles.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations June 27	Nominal Quotations July 5
Argentina	Peso	Off.	·2977	·2977
		Free	·2085	·2085
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Burma	Rupee	....	·3022	·3022
Ceylon	Rupee	....	·3022	·3022
Chile	Peso	Off.	·0517	·0517
		Export	·0322	·0322
Colombia	Peso	....	·5128	·5128
Costa Rica	Colon	....	·1800	·1800
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2083	·2083
Dominican Republic	Peso	....	1·0000	1·0000
Ecuador	Sucre	....	·0740	·0740
Egypt	Pound	....	4·1330	4·1330
El Salvador	Colon	....	·4000	·4000
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0073	·0062
France, Monaco and French North Africa	Franc	Off.	·0036	·0036
		Free	·0030	·0030
French Empire—African	Franc	....	·0073	·0073
French Pacific Possessions	Franc	....	·0201	·0201
Germany	Deutsche Mark	....	·3000	·3000
Guatemala	Quetzal	....	1·0000	1·0000
Haiti	Gourde	....	·2000	·2000
Honduras	Lempira	....	·5000	·5000
Hong Kong	Dollar	....	·2518	·2518
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	·3022
Iran	Rial	....	·0312	·0312
Iraq	Dinar	....	4·0300	4·0300
Ireland	Pound	....	4·0300	4·0300
Israel	Pound	....	3·0000	3·0000
Italy	Lira	....	·0017	·0017
Jamaica	Pound	....	4·0300	4·0300
Japan	Yen	....	·0027	·0027
Lebanon	Piastre	....	·4561	·4561
Mexico	Peso	....	·1157	·1157
Netherlands and Indonesia	Florin	....	·3769	·3769
Netherlands Antilles	Florin	....	·5302	·5302
New Zealand	Pound	....	4·0150	4·0150
Nicaragua	Cordoba	....	·2000	·2000
Norway	Krone	....	·2015	·2015
Pakistan	Rupee	....	·3022	·3022
Panama	Balboa	....	1·0000	1·0000
Paraguay	Guarani	....	·3200	·3200
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·4975	·4975
Portugal and Colonies	Escudo	....	·0403	·0403
Singapore	Straits Dollar	....	·4701	·4701
Spain and Colonies	Peseta	....	·0916	·0916
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2336	·2336
Thailand	Baht	....	·1000	·1000
Turkey	Lira	....	·3571	·3571
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5618	·5618
Venezuela	Bolivar	....	·2985	·2985
Yugoslavia	Dinar	....	·0200	·0200

Trade Publications Available

ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

Canada—Butcher, Baker, Grocer

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution at the Dairy Show, in London, England, and to the provision trade in Great Britain. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal*, which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, Australia, British West Indies and British Guiana, French North Africa, India, Iran, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Special Articles

Articles on the following subjects, published in *Foreign Trade*, have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

Assistance Available from Trade Commissioners
Branch Plant Expansion Encouraged
Canadian Port Facilities Aid Foreign Trade
Canadian Toy Industry
European Recovery Program Related to Canadian Economy
Foreign Import Controls and Exchange Regulations
Import Control of Capital Goods Under Emergency Act
Influence of Geography on Import Trade
Production of Sports Equipment in Canada
Trade Procedure for American and British Zones in Germany

Trade Bulletins and Reports

Detailed information on foreign trade is compiled by Dominion Bureau of Statistics, being issued on a monthly, quarterly and annual basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book;* the *Canada Handbook*, the *Canadian Statistical Review* and commodity reports. Catalogue of publications obtainable from Information Service, Dominion Bureau of Statistics, Ottawa.

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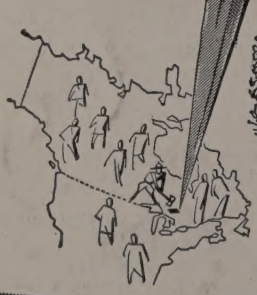

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